Palmdale to Burbank

HIGH-SPEED RAIL: CONNECTING CALIFORNIA

- Increase Mobility
- Needed Alternative
- Better Air Quality
- Job Growth

LEGEND
- Phase 1
- Phase 2
- Proposed Station
Public & Stakeholder Outreach & Input
High-Speed Rail Purpose & Need

“…provide the public with electric-powered high-speed rail service that offers predictable and consistent travel times between major urban centers…”

- Federal NEPA processes encourage federal and state agencies to identify a Preferred Alternative before the release of the Draft Environmental Documents
- Staff recommends an alternative to the Board for their consideration prior to the release of the Draft EIR/EIS
- The Board will then direct the staff on how to proceed
- Staff is scheduled to present a recommendation to the Board on November 15, 2018 at a meeting to be held in the San Fernando Valley
- After receiving direction from the Board, staff will prepare the Draft EIR/EIS for release in late 2019
ROUTE CONCEPTS REFINED OVER TIME

Palmdale to Burbank
• Three Alternatives
  ▪ Refined SR14
  ▪ E1
  ▪ E2

• Length: 33-38 miles
  ▪ 22-25 miles of tunneling
  ▪ Intermediate access points for tunnels

• Two Stations
  ▪ Palmdale
  ▪ Burbank

• Key Considerations
  ▪ Highly-populated communities like Palmdale, Santa Clarita, Sylmar, San Fernando, Pacoima, Sun Valley
  ▪ Santa Clara River, Angeles National Forest (ANF), San Gabriel Mountains National Monument (SGMNM)
  ▪ Unique character of communities like Acton, Agua Dulce, Lake View Terrace, Shadow Hills, Kagel Canyon
The Recommendation is the

Refined SR14 or
“Refined Alternative”

• 38 mile route bounded by the Palmdale & Burbank Airport Stations

• Five tunnels totaling approximately 24 miles
   Tunnel #1 is approximately 7-miles long
   Tunnel #2 is approximately 3-miles long
   Tunnel #3 is approximately 0.5-miles long
   Tunnel #4 is approximately 1-miles long
   Tunnel #5 is approximately 13-miles long

• Starts at a multimodal station in Palmdale

• Crosses the San Andreas Fault at grade

• Bridges over the SR 14 near Red Rover Mine Road Interchange and the Santa Clara River

• Tunnels underneath the SGMNM, ANF, Sylmar & most of Pacoima

• Emerges in the San Fernando Valley near Branford Street in the industrial area of Pacoima

• Enters the existing rail corridor and travels at grade along the east side

• Enters a trench as it leaves the rail corridor to arrive at the Burbank Airport Station below grade
In comparison with the other two build alternatives...

The Refined SR 14 represents the best balance among the impacts across the many different factors that were studied.

- is the easiest and fastest to construct
- has the lowest constructability risk related to tunnels, hydrogeologic, and geologic conditions
- has the lowest risk of unexpected conditions or circumstances that could impact the cost to build the project or the schedule to complete it
- would have fewer traffic and air quality impacts within the communities that surround it during construction
- would generate the least amount of spoils from tunneling
Refined SR 14:

- has *the shortest tunnel* under the Angeles National Forest (ANF) and the San Gabriel Mountain National Monument (SGMNM)

- has the *lowest risk to impacting surface or groundwater and wildlife* within the ANF

- avoids *key archeological* and tribal resources

- reuses a *former mining area for construction* and thus has the potential benefit of restoring a highly degraded area of the ANF/SGMNM back to natural conditions
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Advantages

• Provides **sustainable reduction** in travel time between major urban centers
• **Benefits air quality** by decreasing regional greenhouse gas and pollutant emissions
• Provides short and long-term **employment benefits** and improves access to jobs and housing

Our work is ongoing…

Let’s keep working together!
Palmdale to Burbank

PROJECT SECTION TIMELINE

2016
Alternative Development & Public Outreach

2018
ADVANCE RANGE OF ALTERNATIVES
Engagement with Agencies & Community
Desktop Studies, Conceptual Engineering
Mapping & Field Data Collection

Fall 2018
Identification of State’s Preferred Alternative

IDENTIFY STATE’S PREFERRED ALTERNATIVE
Ongoing Communication/Engagement
Extensive Environmental Analysis
Preliminary Engineering
Staff Identifies & Recommends State’s Preferred Alternative to Board

Winter 2019
Release of Draft EIR/EIS & Hearings

DRAFT ENVIRONMENTAL DOCUMENT
Ongoing Communication/Engagement
Public Hearings
Response to Comments

Early 2021
Completion of EIR/EIS & Adopt

FINAL ENVIRONMENTAL DOCUMENT
Community Open Houses & Briefings
Authority Board Decision (Notice of Determination)
NEPA Decision (Record of Decision)

*Subject to Change
Monday, September 24
Angeles National Golf Club, Sunland
5:30 p.m. – 7:30 p.m.
6:00 p.m. – Presentation

Wednesday, September 26
Hubert H. Humphrey Recreation Center, Pacoima
Live Webcast & Spanish Meeting
5:30 p.m. – 7:30 p.m.
6:00 p.m. – English Presentation
7:00 p.m. – Spanish Presentation

Thursday, September 27
Chimbole Cultural Center, Palmdale
5:30 p.m. – 7:30 p.m.
6:00 p.m. – Presentation

Saturday, September 29
High Desert School, Acton
10:00 a.m. – 12:00 p.m.
10:30 a.m. – Presentation